

**MINUTES OF A MEETING OF THE**  
**RAMONA COMMUNITY PLANNING GROUP**

A regular meeting of the Ramona Community Planning Group (RCPG) was held May 5, 2011, at 7 p.m., at the Ramona Community Library, 1275 Main Street, Ramona, California.

In Attendance:	Torry Brean	Matt Deskovick (Arr 7:30)	Scotty Ensign
	Bob Hailey	Carl Hickman	Kristi Mansolf
	Eb Hogervorst	Jim Piva	Dennis Sprong (Arr 7:15)
	Angus Tobiason	Richard Tomlinson	Kevin Wallace

Excused Absence: Chad Anderson, Chris Anderson, Paul Stykel

Jim Piva, RCPG Chair, acted as Chair of the meeting. Kristi Mansolf, RCPG Secretary, acted as Secretary of the meeting.

**ITEM 1: The Chair Called the Meeting to Order at 7:00 p.m.**

**ITEM 2: Pledge of Allegiance**

**ITEM 3: DETERMINATION OF A QUORUM (Mansolf)** – The Secretary Determined a Quorum was Present.

**ITEM 4: LIST OF ABSENTEES FOR THIS MEETING. Determination of Excused and Unexcused Absences by the RCPG – Secretary Will Read Record Separately from the Minutes** – Chad Anderson, Chris Anderson and Paul Stykel had excused absences.

**ITEM 5: ANNOUNCEMENTS & Correspondence Received (Chair)**

Lt. Sutton of the Ramona Sheriff's Substation announced that there would be an Evacuation Forum on May 16, 2011, at the Ramona Community Library from 2 to 4:30 in the afternoon. The Committee for a Better Ramona asked her to put together a forum at a coffee with Supervisor Jacob a couple of months ago. The forum will be co-moderated by Supervisor Jacob and herself. There will be 2 presentations – 1 on the reverse 9-1-1 system, and another on the Incident Command System. Cal Fire will talk about preparing property now to make it easier to defend. Animal Control will talk about responsibilities for pet owners. Improvements that have been made since 2007 will be discussed. Lt. Sutton has a place online for the public to submit questions prior to the forum so that questions can be forwarded to the appropriate agency for a response. The Committee for a Better Ramona posted an online survey on the issue of evacuation, and 70 percent of the people surveyed say they won't leave next time. She believes they received about 10 thousand responses on the survey.

Mr. Piva said he and Ms. Mansolf would be attending the Evacuation Forum.

Mr. Hailey said he will also be attending.

**ITEM 6: FORMATION OF CONSENT CALENDAR – *No Items Brought Forward***

**ITEM 7: APPROVAL OF ORDER OF THE AGENDA (Action) – *Not Addressed***

**ITEM 8: APPROVAL OF MINUTES 4-7-11, 4-13-11 (Action)**

**MOTION: TO APPROVE THE MINUTES OF THE APRIL 7, 2011, MEETING.**

Upon motion made by Bob Hailey and seconded by Scotty Ensign, the motion **passed 9-0-1-0-5**, with Richard Tomlinson abstaining, and Chad Anderson, Chris Anderson, Matt Deskovick, Dennis Sprong and Paul Stykel absent.

**MOTION: TO APPROVE THE MINUTES OF THE APRIL 13, 2011, MEETING.**

Upon motion made by Bob Hailey and seconded by Richard Tomlinson, the motion **passed 9-0-1-0-5**, with Torry Brean abstaining, and Chad Anderson, Chris Anderson, Matt Deskovick, Dennis Sprong and Paul Stykel absent.

**ITEM 9: NON-AGENDA ITEMS Presentations on Land Issues not on Current Agenda (No Presentations on Ongoing Projects – These Must be Agendized) – None**

**ITEM 10: Highland Valley/Dye/Hwy 67 Intersection Workshop Follow Up. Traffic Modeling of Highland Valley/Dye/Hwy 67 Intersection without Modeling of a Traffic Signal at Mussey Grade Rd. (Continued from 4-13-11) (Discussion and Possible Action) (w/T&T)**

Mr. Hickman presented the project in a follow up presentation from the discussion of the Highland Valley/Dye/Hwy 67 intersection at a special meeting April 13. At that meeting there had been a request to show modeling for the intersection without a traffic signal at Mussey Grade Road.

Mr. Hickman said that the Mussey Grade Road/Hwy 67 intersection is confusing. With the new proposal of April 13, improvements will be added to the intersection that include 4 lanes of traffic that will extend 700 feet past Mussey Grade Road. The morning traffic to/from Mussey Grade Road is not a problem. In the afternoon, there are gaps between Mussey Grade Road and Highland Valley/Dye on Hwy 67, but no gaps to Archie Moore. Traffic is stop and go from Archie Moore Road to Mussey Grade Road. Mr. Hickman ran the modeling of the intersections without a stop light at Mussey Grade Road, and summarized the data and the findings presented at the April 13 meeting.

The Chair said that the bosses of CalTrans for our area have suggested that the community come up with a plan for improvement of the Highland Valley/Dye intersection and present it to them. There is an existing plan, but it has some deficiencies.

Speaker: Mark Hutton, Ramona Resident

Mr. Hutton lives down Mussey Grade Road. He believes the light at the Highland Valley/Dye Road and Hwy 67 intersection is slowing traffic. The volume is huge. People only stop for Mussey Grade Road traffic when traffic is already going 2 mph on Hwy 67. Two hours a day traffic is slow. It would help to extend the turn lane to Dye Road for SDCE traffic – that would improve traffic flow. New development will make traffic worse. People go slow during rush hour to avoid slamming on their brakes. He feels that saying Mussey Grade Road is the culprit is all wrong.

Speaker: Rick Morgal, Ramona Resident

Mr. Morgal is a Mussey Grade Road resident. He thinks the solution with a stop light at Mussey Grade Road is a Cadillac solution. In each direction, there will be multiple lanes merging into 1 lane. Improvements to the Mussey Grade/Hwy 67 intersection will make urbanization happen faster. He doesn't want Ramona to become Poway. The intersection will be brightly lit.

Mr. Hickman said that if Mussey Grade Road/Hwy 67 intersection is improved, a traffic signal will be necessary. There will be 2 lanes going each way at the intersection plus a turn lane. CalTrans won't allow the improvements to go in without a signal.

Speaker: Joe Minervini, Ramona Resident

Mr. Minervini said the Highland Valley/Dye intersection has been a problem since it was built in 1991. The previous plan (to improve the Highland Valley/Dye intersection) is insufficient. There is a big difference between this plan and the previous plan, where Mussey Grade Road will stay the same. With 2 lanes westbound, 2 lanes eastbound plus a turn lane to Mussey Grade Road – if there is no signal, people will be killed.

Speaker: Craig Starr, Ramona Resident

Mr. Starr lives down Mussey Grade Road. He voted for the RCPG members. When he saw a traffic engineer running for the RCPG, he voted for him. The RCPG is elected to solve problems. People let him out into traffic now. He doesn't want more traffic lights. But he respects the knowledge of a traffic engineer and feels that knowledge weighs higher than an individual's in this circumstance.

Speaker: Julie King, Ramona Resident

Ms. King lives in the SDCE. She is on the road daily at the worse time. She doesn't want a light at Mussey Grade Road. The benefits it will provide are not worth another traffic light. She doesn't want to see bright lights at the intersection. Ms. King questioned a technical aspect of the model. Most of us who moved here were aware of the traffic and want Ramona to stay rural.

Mr. Hickman said he puts the speed into the traffic model. A lot of times traffic is stop and go. The lowest speed he can put in is 10 mph. As far as the bright lights – people don't want bright lights. There may be 2 to 3 maximum safety lights. He doesn't believe there will be additional lights on Hwy 67. For the acceleration lane – input and out is not consequential. He drives Hwy 67.

Speaker: Rose Evans, Ramona Resident

Ms. Evans has worked downtown. The traffic makes her feel that she is not in the country. She thanked Carl for his presentation. Traffic is already backed when people stop to let traffic through. It really seems to be because they are already going slow.

Mr. Hickman said this is not always the case. People slow down to let people through. Improving the lanes will increase capacity. With future development, traffic will back up to Mt. Woodson.

Mr. Deskovick feels the proposal is excessive. He prefers the current conditions. He is all for making it better. Everyone knows about the traffic before they move here. He doesn't feel it is so bad. He doesn't see Mussey Grade Road as making a huge impact. The proposal will make a

freeway. He wants to keep Ramona rural without a lot of traffic lanes and bright lights. He asked if adding turn lanes has been considered?

Mr. Hickman said there is the need for added capacity for additional volume for future development. The lights can be in sync so they work together to create less impact.

The Chair said a lot of people want to move here and close the door. We are trying to deal with reality. Montecito Ranch and Cummings Ranch have been approved. This is our chance to look at a decent plan. Funds are less available for road improvements.

Mr. Deskovick disagreed and left at 8:20.

Mr. Wallace said he is with the residents who are against a stop light at Mussey Grade Road. He thinks putting a light there will help developers the next time around. This is also true of Dye Road. The developers are required to do the road improvements. We are helping developers add to the problem. People drive distracted. The model doesn't account for driving behavior.

Mr. Tobiason said he does not support a stop light at Mussey Grade Road. He suggested a merge lane on Dye that continues to the Fire Station.

Mr. Hickman said there were be a free right turn and people would be able to smoothly turn at the intersection.

Mr. Tomlinson trusts the model. He is an engineer. He doesn't mind the traffic. The Cumming Ranch and Montecito Ranch projects will create more traffic. We need some form of improvements. Right now we can pick what we want. Mr. Tomlinson likes the new proposal.

Mr. Brean said there is a problem with the Highland Valley/Dye intersection. The new plan is the best plan we have seen.

Ms. Mansolf wanted to see the changes made to Highland Valley/Dye intersection first. She questions that the projects need to be done together and is concerned with extending four lanes 700 feet past Mussey Grade Road. There are 4 or more residential access points along Hwy 67 that could be affected by this change and these need to be considered for safety.

**MOTION: TO APPROVE INSTALLATION OF A TRAFFIC SIGNAL AT THE INTERSECTION OF MUSSEY GRADE ROAD TO HWY 67 ALONG WITH ALL OF THE NECESSARY IMPROVEMENTS TO THE GEOMETRIC ROAD ELEMENTS.**

Upon motion made by Dennis Sprong and seconded by Torry Brean, the motion **failed 6-4-1-0-4** with Bob Hailey, Kristi Mansolf, Angus Tobiason and Kevin Wallace voting no, Carl Hickman abstaining, and Chad Anderson, Chris Anderson, Matt Deskovick and Paul Stykel absent.

Mr. Hailey said he voted no because we may recommend a project we won't get funded for. He feels we don't have enough information to make a decision at this time.

**ITEM 11: Consideration of Request from a Representative of Dyocore (Wind Turbines) that the RCPG not Review Medium Wind Turbine Projects (can be 2 or more, Roof-Mounted Wind Turbines) being Processed through DPLU from this Company in the Future (Tabled 4-7-11) (Action) – Applicant Requested to be on the 6-2-11 Agenda Due to Unforeseen Circumstances**

**ITEM 12: AD 11-011, Wind Turbine Project at 18757 Rangeland Rd., 3.0 Acre Lot, 5 Dyocore SolAir Roof Mounted Wind Turbines, Olmos Residence (Action)**

Lloyd Yoder presented the project. The proposal is to put 5 wind turbines on the roof of the main residence. A wind turbine project was just installed on Highlander, and one was going to be installed on Elm in the next week. Neighbors to the proposal on Rangeland Road have been notified.

Ms. Mansolf drove by the project on Highlander and said they weren't spinning yet, but they were up.

**MOTION: TO APPROVE.**

Upon motion made by Kristi Mansolf and seconded by Torry Brean, the motion **passed 10-0-1-0-4**, with Kevin Wallace abstaining, and Chad Anderson, Chris Anderson, Matt Deskovick and Paul Stykel absent.

**ITEM 13: Presentation by John Degenfelder on Proposed Equine Changes for Ramona. Determination of Interest of Representatives Continuing in Role of Representative (Discussion and Possible Action)**

Mr. Degenfelder said there are 11 thousand horses in Ramona. The County is addressing the equine industry in the County by proposing to come up with an ordinance and policy that is tiered, similar to the ordinance for vinters. The issue will be going to the Department of Planning and Land Use on May 20, then on to the Board of Supervisors June 29.

The Chair said that Ms. Anderson and Mr. Degenfelder have been attending the meetings for the RCPG. Ms. Anderson missed the last meeting because she had not received the notice for the meeting. Ms. Anderson wants to continue on the committee but would like there to be an alternate in case she is unable to attend.

**MOTION: TO NOMINATE KRISTI MANSOLF TO BE RCPG ALTERNATE FOR CHRIS ANDERSON FOR EQUINE POLICY AND ORDINANCE DEVELOPMENT.**

Upon motion made by Jim Piva and seconded by Bob Hailey, the motion **passed 11-0-0-0-4**, with Chad Anderson, Chris Anderson, Matt Deskovick and Paul Stykel absent.

**ITEM 14: SUBCOMMITTEE REPORTS**

**14-A: SOUTH (Hailey) (Action Item)**

**14-A-1: Cedar Creek Falls Trailhead Area. Traffic Impacts to the Area Due to Hikers Parking on Thornbush, and Consideration of Potential Remedies (Discussion And Possible Action) (w/T&T)**

Mr. Venolia presented the problem. The USFS improved the Cedar Creek Falls trail and trailhead. A parking lot was built for 29 cars. A hundred cars are parked on the street at times from hikers using the trail. The residents want to get their neighborhood back. They would like to see parking limited on Saturdays and Sundays from 9 a.m. to 1 p.m., and the primary parking for the trailhead to be on Ramona Oaks – there is enough room for parking on both sides of the street on Ramona Oaks. Hikers are damaging resident's yards and changing their clothes in the street. They have

talked to many of the involved entities, including the USFS and Supervisor Dianne Jacob, about this problem.

Mr. Hickman said that parking for the trailhead is the largest problem. The USFS is trying to address the problem. They have drawn people to the site. Right now the problem is on the County roads. The County can limit parking with painted curbing and signage.

Mr. Hailey said there are safety concerns and the numbers are increasing. He thinks the trails are most used in the morning hours. The side roads are extremely impacted.

Mr. Venolia said the hours that parking is limited will affected the influx of people.

Speaker: Amanda Sommers, Ramona Resident

Ms. Sommers said there have been break ins and cars have been damaged. In 4 weeks, she was burglarized twice. Her children can't ride their bikes and scooters on the street on weekends. She is shocked at the traffic. People are driving too fast. She moved to the end of the world to get away from traffic and speeding cars. She wants speed bumps as a possible solution to the speeding. They want their neighborhood back.

Speaker: Carole Wylie, Ramona Resident

Ms. Wylie received a notice 4 years ago of the trailhead. She wrote letters against the location and suggested it be located instead on Ramona Oaks, a circulation element road with no driveways. She agrees to limiting parking on weekends. A parking ban on the residential streets from 9 a.m. to 1 p.m. sounds reasonable. She would like a trail permit required. People drive too fast on the street and block driveways, taking up all available parking. They are damaging landscaping and littering their yards.

Speaker: Brodie Chenawth, Ramona Resident

Mr. Chenawth said that people party in the area. He doesn't see why they put the trailhead in without sufficient parking. He spoke of a similarly congested area where a child riding in a go kart was hit and killed.

Speaker: Dan Fry, Ramona Resident

Mr. Fry said there are always strangers around their neighborhood now. He is irritated with the USFS for putting in only 29 parking spaces. He counted 106 cars on the streets at one time. He is concerned with the fire potential and disrespect of the hikers. Any type of parking restrictions would be an improvement. There was never any problem in the area 2 years ago before the trailhead was put in.

Sheriff's Deputy Allensworth said that usually speeders in residential areas live there. In Ramona, crime is in the town. There are limited resources.

Lt. Sutton gave a non-emergency number for residents to call if there are problems: 858-565-5200.

Mr. Ensign said that if a person is doing something wrong, a sign isn't going to stop them.

Mr. Brean said that an alternate trailhead would be best. He would support a parking prohibition.

Mr. Hickman said that there is a requirement that two-thirds of the residents have to approve the installation of a parking prohibition.

Mr. Tobiason suggested closing the trailhead until it is made adequate.

Mr. Sprong said the trail used to be rugged. He would like to see the trail reinstated as it was. Maybe dusk to dawn parking would work.

Mr. Hickman said the USFS talks about little fixes. They don't want to develop more parking. Speed bumps can be problematic. The USFS didn't mitigate the impacts to the neighborhoods caused by development of the trailhead. They don't want to close the trailhead. The problem will be pushed around until a good solution is found. Pushing the traffic to Ramona Oaks would help the people who are impacted now.

**MOTION: TO RECOMMEND A PARKING PROHIBITION ON THORNBUSH, CATHEDRAL AND SIDE ROADS/CUL DE SAC DURING THE HOURS OF 9 A.M. TO 1 P.M., SATURDAYS AND SUNDAYS. ADDITIONALLY, THAT SIGNS BE POSTED ON RAMONA OAKS ROAD STATING THAT IT BE USED FOR PRIMARY PARKING FOR THE TRAILHEAD.**

Upon motion made by Bob Hailey and seconded by Kevin Wallace, the motion **passed 11-0-0-0-4**, with Chad Anderson, Chris Anderson, Matt Deskovick and Paul Stykel absent.

**14-B: WEST (Mansolf) (No Business)**

**14-C: EAST (Ensign)(No Business)**

**14-D: PARKS (Tomlinson)(No Business)**

**14-E: GP Update Plan (Anderson)(No Business)**

**14-F: CUDA (Brean)(No Business)**

**14-G: Transportation/Trails (Sprong)(Action Items)**

**14-G-1: Cedar Creek Falls Trailhead Area. Traffic Impacts to the Area Due to Hikers Parking on Thornbush, and Consideration of Potential Remedies (Discussion And Possible Action) (w/South)**

**14-G- 2: Highland Valley/Dye/Hwy 67 Intersection Workshop Follow Up. Traffic Modeling of Highland Valley/Dye/Hwy 67 Intersection without Modeling of a Traffic Signal at Mussey Grade Rd. (Continued from 4-13-11) (Discussion and Possible Action) -- Also At Top of Agenda**

**14-H: DESIGN REVIEW (Chris Anderson) – Update on Projects Reviewed by the Design Review Board – No Meeting/No Business**

**14-I: Village Design Committee Meeting Report (Brean, Stykel) – No Report**

**ITEM 15: OTHER BUSINESS (Chair) (Possible Action)**

- A. Consideration of Having an RCPG Representative at the Ramona Evacuation Forum 5-16-11 – *Addressed Under Announcements***

**ITEM 16: ADMINISTRATIVE MATTERS (Chair)**

- A. Names Submitted for New Subcommittee Members (Action) – *None***
- B. Agenda Requests**

Mr. Brean said he would like to put on the agenda an item so that the RCPG could consider a member's attendance to be an unexcused absence if he/she walks out during the meeting.

- C. Concerns of Members**

Mr. Sprong said he doesn't want to hear the words "rural" and "precedence" used. He challenges the RCPG to look at projects on their merit. No one wants to go counter to our community character.

**ITEM 17: ADJOURNMENT**

Respectfully submitted,

Kristi Mansolf